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COUNTRY.	Germany (Coviet Zove)	ZEPORT		y mass
TOPIC	Neuruppin Airfield			- 4487-1- AND
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DATE OBTAINED.		DATE PREPARED 26	September 1951	engajangangura ngayangan sakangangan dan dan kanangan sakangan dan kanangan sakangan sakangan sakangan sakangan
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1.			a radio	
	installation with fou field path north of N	ir masts was located	d at the end of	្តី ឧ s
	west and about 100 me mast. A thick cable 1	eters northwest of t	the single rad:	io
	in the center of the	square of masts. ()	l) Three dipole	es
	parallel to the road	wore seen on the Wored (2) From each	ooden board whi dirole one cal	ich ble.
	supported by poles, e	extended toward the	radio cabin. T	l'he
	cabin was now at the	southeastern corner	c of the radio	cabin.
	The temporary wooden enlarged to 3 x 5 x 8	building with a slo meters. A shed wit	oping roof was th nointed roof	?.
	about 4 x 14 x 17 met yet provided with sid	ers. was erected re	ecently. It was	sinot
	the radio cabin towar	d the west to a tel	lephone mast wh	nich
	was also connected will masts by two wires. A	th the radio instal. Frod-antenna about	lation with fo 5 meters high	was
	seen on the pointed r of the four-mast radi	coof of the radio ca	abin in the mid	idle
	consisting of a radio	o truck with an exte	ended rod anter	ına
	and a mast 10 to 12 m Altruppin-Gildenhall-	no beorupain road on	the edge of th	ne
	woods. (3) The radio mast, located in a cl	truck pointed towar eared circular term	rd the west. The	ne of the
	radio truck, was brac	ed several times.		
2.	On 21 July, two dipol radio installation wi	es were seen on a p	platform near	the
	dinoles to the radio	cabin. The radio ma	ast was no lona	zer
	west but southeast of being done on the ter	aporary building wif	th sloping rooi	î .
	next to which a radio was parked. A radio i	truck with an exte	ended rod ant <b>e</b> r	ana
	meters high, was esta	ablished at the west	tern end of a 1	rield
	path which ran just	north of the previous	ous radio inst	allation.
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A rod antenna 4 to 5 meters high was on top of the cabin located in the middle of the square of masts. Each mast was braced at three places. A cable led from the masts to the radio cabin. The masts were not interconnected.

- 3. On 6 August, the alert flight was parked at the eastern end of the runway. At 6:30 a.m., biplanes began local flying; one man of the crew was changed after each landing.50X1-HUM This activity continued until 5 p.m. About 6 p.m., a twinengine transport flew over the Bechlin alternate airfield approaching it from various directions. A total of 20 parachutists jumped from the plane at an altitude of about 500 meters at the following times: 4 men at 6 p.m., 4 men at 6:15 p.m., 6 men each at 6:25 and 6:45 p.m. (4) The plane 50X1-HUM landed at Heuruppin airfield about 7 p.m. sedan and ambulance all partially occupied by parachutists came from Bechlin alternate airfield.
- 4. At 6 a.m. on 7 August, a transport took off and the same parachuting was practiced over Bechlin alternate airfield. The plane landed at heuruppin airfield at 7:30 a.m. whereupon the same motor vehicles returned from Bechlin. At 2:20 and 3:20 p.m. respectively, a MiG-15 without a number took off for acrobatics which lasted 20 minutes. No other flights were made. On the morning of 9 August, the same parachute jumps were made over Bechlin alternate airfield. There was no flying between 10 and 13 August.
- 50X1-HUM

  were parked at the eastern end of the runway 50X1-HUM

  About noon, six jet fighters

  taxied from the hangars to the eastern

  end of the runway.

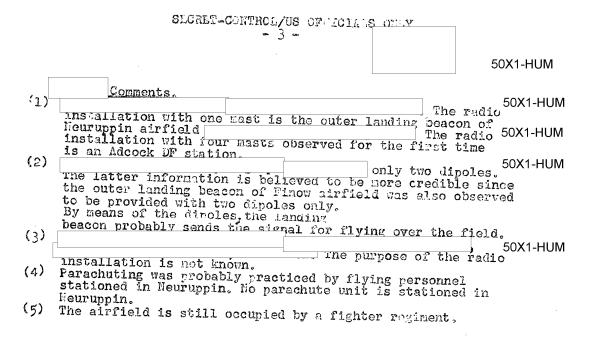
  50X1-HUM

  taxied from the hangars to the eastern

  50X1-HUM
- 6. We change in the occupation was observed up to 24 August.
  Fourteen MiG-15s were parked at the field. (5) Four of these planes practiced firing at a sleeve target towed by a single-engine plane with a radial engine. Four biplanes made spot landings. There was little flying activity. Motor vehicles were observed in the town, motor vehicle was seen near the Nietwerder radio installation.

  50X1-HUM
- 7. On 4 August, there was flying by four MiG-15s. A MiG-15 made a crash landing 200 meters north of the runway, 300 meters 50X1-HUM from the Wittstock Highway. A twin-engine transport was parked in front of the flight control building. On 5 August, four MiG-15s were parked on the eastern turning apron of the runway. At 10 a.m., two MiG-15s took off and landed 25 minutes later. About 11:30 a.m. on 13 August, four MiG-15s were again ready to take off on the eastern turing apron. There was no activity at the field.

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